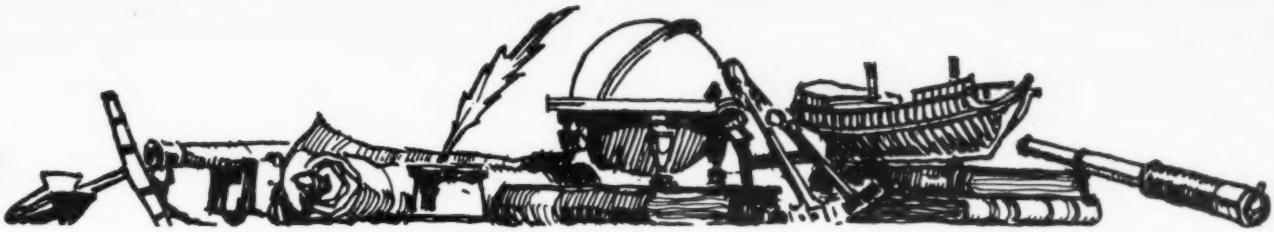


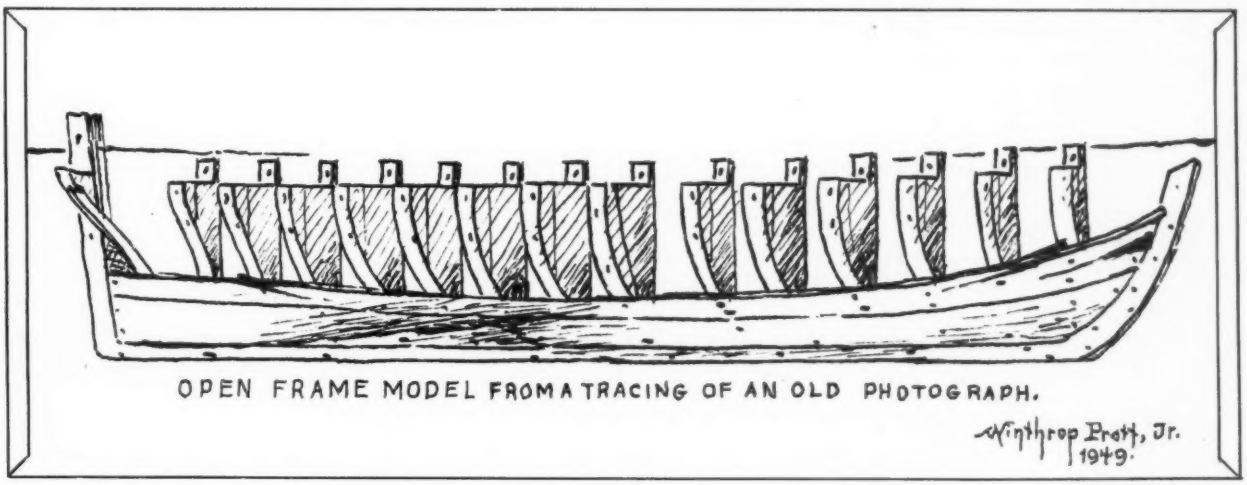
NAUTICAL RESEARCH JOURNAL

PUBLISHED QUARTERLY BY THE NAUTICAL RESEARCH GUILD

VOLUME II | JULY 1950 | NUMBER III

Also Secty, McLeth Vol. 3 No. 7

PRIVATEER "DASH"



OPEN FRAME MODEL FROM A TRACING OF AN OLD PHOTOGRAPH.

Winthrop Pratt, Jr. 1949.

THE ORIGIN OF THE HAWK-NEST HALF-MODEL

W. B. Yarnall

The builders' half-model has always been of great interest to the naval architects and to some modelers and collectors. Numerous examples of the different types can be found in private and public collections today, with the exception of that represented by the DASH half-model. This type, known as the hawk-nest, or open frame half-model, is the rarest and oldest, and of particular interest with this issue of the Nautical Research Journal.

The development of the use of half-models is difficult to trace, for it was begun by the designers and builders as a practical measure over two hundred years ago. As the time of its instigation, it was not considered either as a theoretical or a pedagogical institution and it is only by conjecture, assertion, and synthesis that we can piece together the few recorded facts handed down.

Thinking, to date, says that the builders' half-model is an American innovation. We know that the earliest recorded use of systematized drawings was of those prepared by an English shipwright of 1586, named Matthew Baker. To say that the half-model was used before this time is pure conjecture. It stands to reason that the early ship designers saw the advantage of illustrating their lines laid off on paper by use of a half-model. But which came first, the half-model or the drawing, is as much of a riddle as that about the chicken and the egg.

Turning to what fact we know, the first ship-models (not half-models) constructed to ullustrate the lines of a proposed vessel are the well-known Admiralty models in Great Britain. These may or may not have been the first in Europe. They came into being during or just previous to Oliver Cromwell's time, 1599-1658. They were in most cases just the hull, for it was in this part of the sailing vessels that most changes in design were made. Some were rigged complete to the last detail, but this was more for decoration than for practical study. The models were usually full-hulled, constructed by the frame and plank method, and showed in some cases the interior features, deck planking, deck furniture, and all parts that went to make up the completed full-scale ship. A few were built to demonstrate only one feature: the stern, or the bow, the method of launching, or the hull from the water line up. Those who are interested might refer to Capt. H. A. Baldridge's article "Ship Models -- The Collection of Rodgers, Sergison, and Pepys", U. S. Naval Institute Proceedings, November 1938.

The earliest example of the hawk-nest half-model with which I am familiar is that turned up by W. H. Honey of the Whitby Collier bark LIBERTY and PROPERTY of 1752. To explain why this type of half-model, also called open frame, open frame and batten, and basket half-model, was the first used following the complete scale models, it is necessary to consider the chronological periods of the three basic types.

Going back as far as our evidence will take us, the breakdown would look like this:

Hawk-nest half-model	--	late 17th century to present
Solid block half-model	--	ca. 1730 to present
Lift half-model	--	ca. 1790 to present

It is logical to assume that when the ship designer first tried to devise a half-model, he would try to duplicate, with wood, the same method used for designing with paper and pencil. That would be by laying off the predetermined length, breadth and depth of hull, sketching in the mid-section and positioning it and then fitting in the remaining frames to suit his eye. Then taking a flat board called the back board, he would lay off to a chosen scale the length of the proposed vessel. From a piece of board he would cut the mid-section as he thought it should be shaped. This would be nailed to its proper place on the back board, and at right angles to it. Then, taking measurements from the mid-section frame, he would shape the one forward of it and the one aft of it, working from the deck down to keel. These frames would all be fastened at right angles to the back board.

In this manner the designer would continue shaping the frames both forward and aft, trying the shape with battens and maybe trimming a frame here and there with a sharp chisel until the run of the hull was to his liking. The last few frames forward and aft became the cant frames and would be fastened at an angle other then 90° to the back board. When the frames were the way he wanted them to be shaped, light battens would be fastened to the frames, usually a batten at the deckline and one or more equally spaced between the deck line and the keel. With a scale it was an easy manner to lift the offsets from the model by measuring from the backboard to the outside of the frame, and then to loft them and construct the actual hull.

It is on the basis of this reasoning thqt we set the development of the hawk-nest half-model in the latter part of the 17th century when designing on paper, that is the use of drawings, was well known. It is possible, but not probable, that dated examples of hawk-nest half-models might be turned up as substantiating evidence of the above theory.

It is definitely known that this type was in practical use as late as 1849 when the ship ERIE was built; and even today one of the leading yacht designers in New England uses the hawk-nest type half-model to prove his paper designs, building them from wood and heavy cardboard.

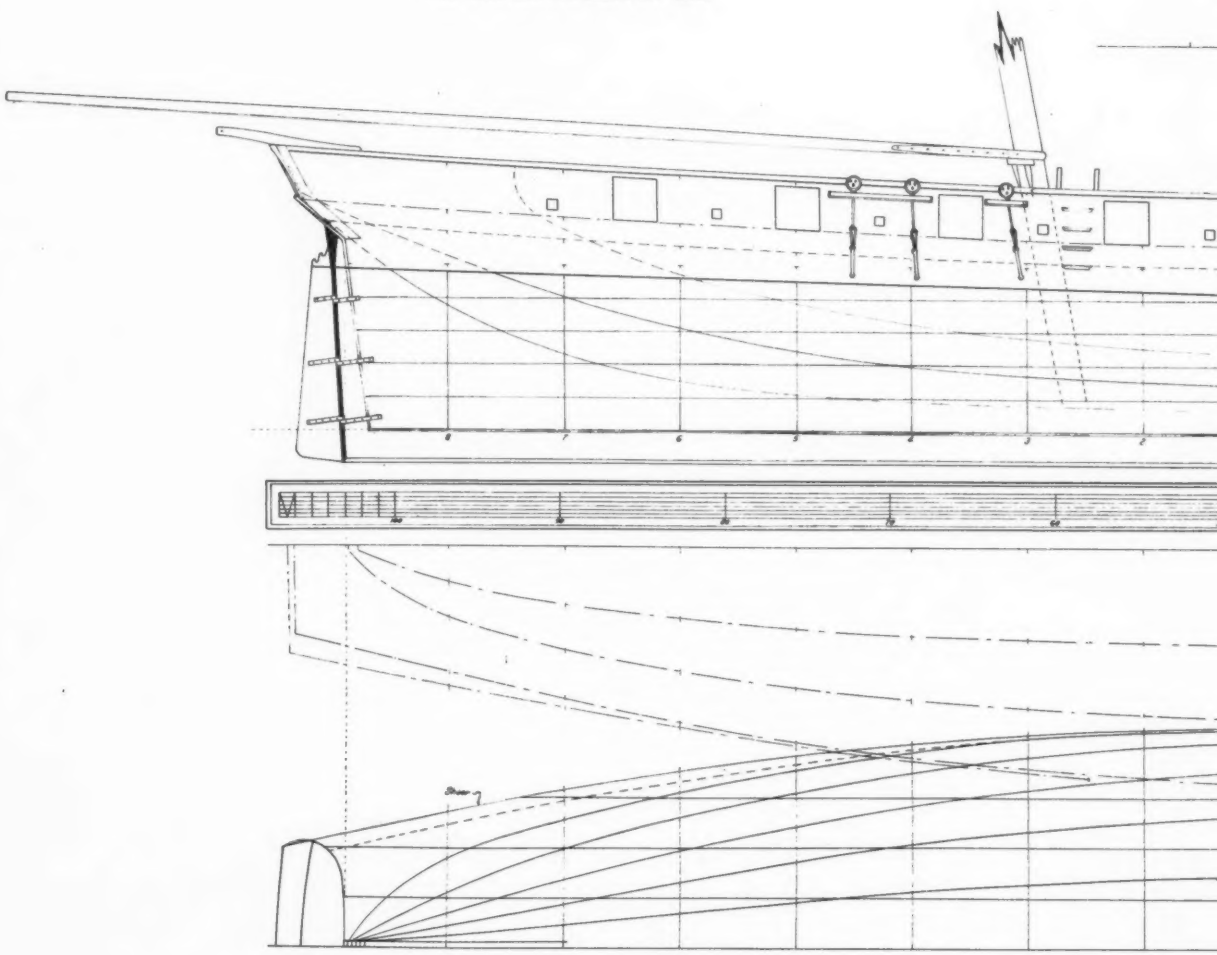
American Privateer "Dash"

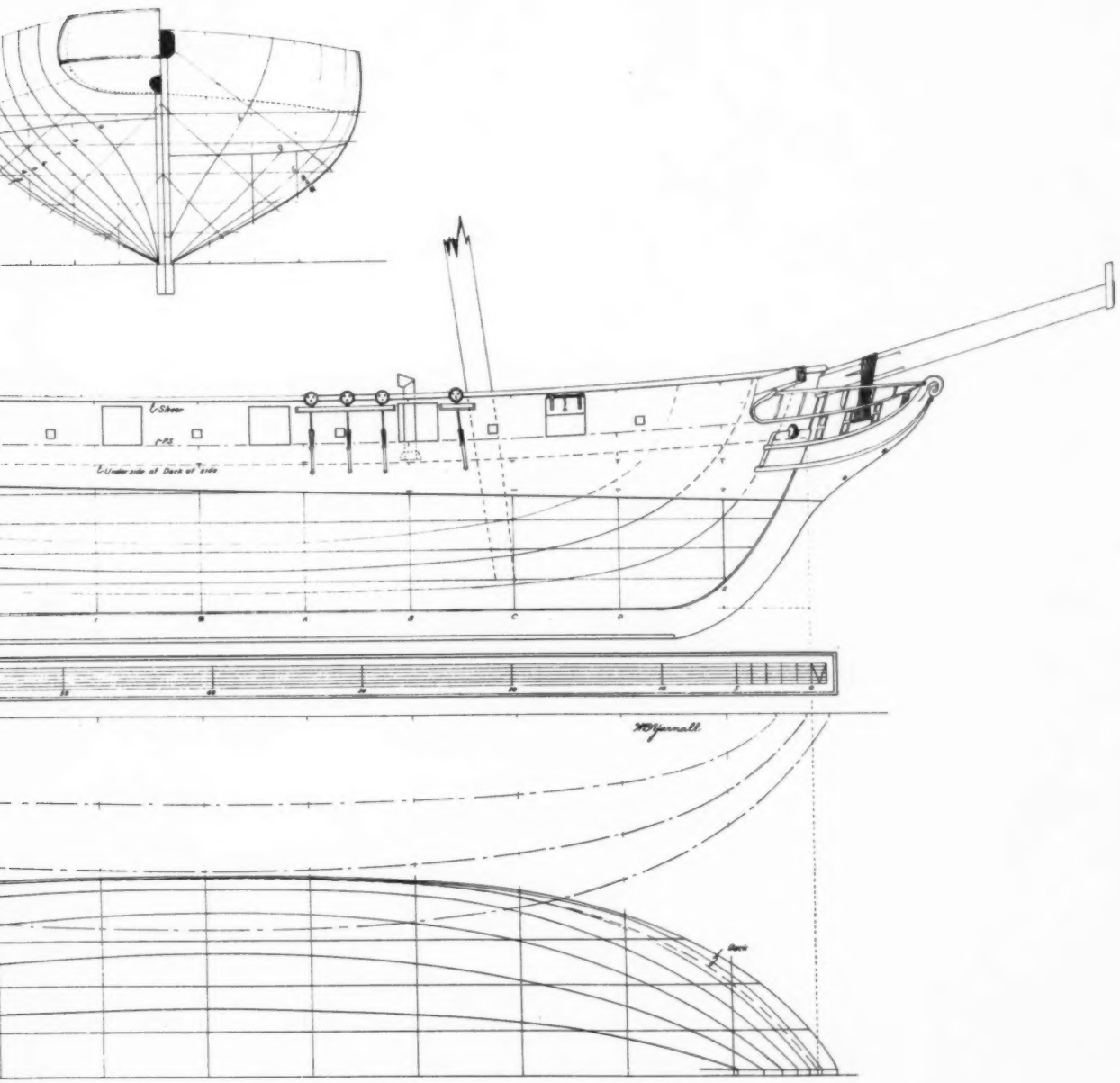
Hermaphrodite Schooner built in 1813

Dimensions

Length, between perpendiculars	103'-0"
Beam, moulded	26'-8½"
Depth in hold	9'-0"
Burthen in tons	222 $\frac{64}{95}$

NB Lines taken from Builders Half Model




Sheer
C.P.S.
Underside of Deck at Side

However, the use of the solid-block half-model eventually superseded the use of the hawk-nest half-model. For one reason there was the difficulty of taking off offsets accurately, resulting in a ship with slightly different lines from those planned for it. Also, those of us who have made reproductions of both types of half-models can report the ease of handling a solid block type, with the advantages of greater accuracy and less working time.

The Privateer DASH

W. B. Yarnall

The War of 1812 brought to a culmination the greatest scourge of the sea that the world had ever seen, the privateers. These private armed vessels commissioned by the government to harness, destroy and capture the enemy's forces, merchandise, equipment, and vessels sailed from all the ports along the Atlantic coast from Maine to Georgia. The amazing record of destruction caused by the privateers has been well recorded, but little information or evidence of individual vessels whose lines have survived the vicissitudes of time has been left to us. In the case of the DASH we are fortunate in having a good part of her history as well as the lines to present.

The DASH was built early in 1813 by a ship builder named Brewer at Porter's Landing on the Harrasecket River, Maine. Incidentally, the old ways from which she was launched were still visible in 1894. These ways were owned and operated by the Porter family and after a generation, passed into the hands of Rufus Soules and Son. The latter launched over one hundred vessels from this yard. In designing the vessel, a hawk nest or basket half-model was made and the offsets from it taken and lines laid down in the mold loft. Only every other frame was molded and the remainder were faired in on the ways. When launched she was rigged as a top sail schooner and carried a great spread of canvas.

Seward, Samuel, and William Porter were the DASH owners. Seward and Samuel were very successful merchants doing business on the Union Wharf at Portland. William was a mariner. Of the three however, only Seward resided at Portland. Samuel was from Freeport and William worked out of both Portland and Boston.

In the early part of the summer of 1813, the DASH was commissioned as a Letter of Marque of Portland, and with Edward Kelleran as Captain and a cargo of sundry items made her maiden voyage to San Domingo. This voyage was successful and with the exception of outsailing a British man-of-war and sustaining a badly sprung foremast, was uneventful. Her second voyage under the command of the same Captain and Henry Cobb as Lieutenant, was of similar nature and according to her log cleared port August 21, 1813 and returned November 5, 1813. The clearing date may be in question for the date of her commission was August 30, 1813. The log of this cruise is in the possession of the Maine Historical Society. In this second cruise to the West Indies, the DASH was again set upon by the British vessels blockading the coast. A "74" chased her, but by jettisoning part of her deckload and her two bow guns, she was able to outdistance the British man-of-war. This voyage was successful and she made port November 5, 1813.

During the above period the Porters had a stroke of bad luck and were just about ruined by a warehouse fire. In hopes of recouping their losses, it was decided to outfit the DASH as a privateer and enter her in the rich but perilous trade of privateering. So, upon her return she was turned over to the shipwrights and riggers. It was either at this time or at the end of her first cruise that she was re-rigged as a hermaphrodite brig. That is square rigged forward and schooner rigged aft. This greatly increased her sail area, for in addition she carried and used as required a ring tail sail. This light sail was bent on a long sliding spar which was fitted to her main boom and when hoisted to the gaff increased the main sail area by one third.

Her light broadside guns were removed and two eighteen pounders substituted. Her 32 pounder "long Tom" mounted amidships was retained. This 32 pounder carried an amusing story. Some years before, William McLellan, a Portland variety store merchant who rented pianos, commissioned the captain of a coastal sloop to obtain for him a "forte piano" in Boston. The Captain set out and at Boston tried to carry out his commission. Drunk, sober, war-minded or what we haven't been told, but the Captain returned to Portland saying "I couldn't find a forty-pounder, but I did buy you a thirty-two pounder, the biggest gun in Boston". This gun lay for years on the Union Wharf, an object of ridicule, known as Bill McLellan's piano until it was purchased by the Porters for the DASH.

With the crew increased, the DASH was now a fast and formidable privateer. The next five cruises proved the DASH to be successful and profitable in its new role. Unfortunately, we have not been able to examine the logs of these cruises, all of which are in the possession of the Maine Historical Society, Portland, Maine. A run down of the dates of the logs (cruises) and the commanding officer is:

Capt. Kelleran	December 31, 1813	-- February 12, 1814
Capt. Cammett	?	-- July 11, 1814
Capt. Cammett	August 7, 1814	-- September 3, 1814
Capt. Bacon	September 11, 1814	-- October 26, 1814
Capt. Porter	November 9, 1814	-- January 4, 1815
Capt. Porter	January ? 1815	-- Foundered.

It is interesting to note the speed with which the Privateer returned to sea after returning from a cruise. In one instance it was only seven days. The appointment of William Cammett as her captain must have been a wise choice for under his command she took several valuable prizes including the armed ship LACEDEMONIAN and an American sloop which the British had captured. William Cammett was a giant of a man and a fearless fighter. During the war between the states he was Inspector of Customs at Portland.

The DASH was a very lucky ship for every one of the fifteen prizes taken during her cruises arrived safely at port. Her speed kept her from harm and her resourceful commanders were able to take their prizes without any long or difficult fights.

Captain John Porter, who succeeded George Bacon, was one of the younger brothers of the three Porters already mentioned and was given command when he was only twenty-four years of age. In his first cruise of approximately three months duration, the DASH took two brigs, a sloop, two unidentified vessels and recaptured the American privateer ARMISTICE.

The next privateering venture under Capt. Porter was the last for the DASH. Leaving port about the middle of January, 1815, she picked up the new American privateer CHAMPLAIN of Portsmouth. Heading south, racing one another, the two provateers were soon in a heavy winter gale as night came on. The DASH had the CHAMPLAIN all but hull down when the light of the DASH was lost in the scud. Finding the water shoaling, the master of the CHAMPLAIN altered course for he feared the Georges Shoals. The DASH was never heard from again and it is believed that she either foundered in the shoaling waters, or pitch-poled when her tremendous rig was caught in the fury of the gale. Captain Porter and a crew of sixty able men perished and that was the end of the DASH, privateer of Portland, Maine.

Comments on the Lines of the DASH

W. B. Yarnall

These lines of the privateer DASH were drawn from patterns of the molds and measurements taken from the hawk-nest half-model made as the design when the vessel was built. This half-model is in the possession of the B. H. Bartol Library, Freeport, Maine, where Dick Sewall was able to make the patterns and get some of the dimensions.

The scale of the half-model is roughly one-half inch equal to one foot, and to properly draw and fair the lines it was necessary to use the dimensions as recorded on the application for her commission. In order to complete the drawing, certain reconstruction had to be done. The head is based on typical sharp vessels of the same period as the DASH, as well as the location of the rudder, davits, gunports, oarports, and iron work. It was recorded that the vessel was pierced for sixteen guns, and because of the very limited deck space at the stern, the spacing of the ports had to be such as to clear this area. The position and diameter of the masts and main boom were taken from standard masting rules of the period 1800 - 1820.

The half-model was made from ordinary yellow pine and was a rough job. The frames were beveled and only one cant frame was erected on the backboard. Since the frames of the model were beveled, it tells us that the moulding edge is the after side of the frames forward of the mid-section, and the forward side of the frames abaft the mid-section.

Looking again at the lines, it is evident that the DASH was a fast vessel. She was very sharp, having a deadrise of 26 degrees, which is comparable to the Baltimore clippers of the same period. She was very scant at both the cross-seam and arch which resulted in her being very narrow in the stern. Although not designed for carrying capacity, the DASH was certainly designed for speed.

THE SAMUEL RUSSELL

"In a Storm in the Gulf"

A Letter to Bill Adams -- Dear Bill: Going through an old trunk yesterday, I came across a batch of letters handed down to me I don't know when. They were written by a great Uncle of mine, Julius F. Morley, to his sister in Northboro, Massachusetts, from his hideout near Marysville, Montana. He was the runaway of the family, went to sea, heard of the gold rush while in Peru, came to California to Rough and Ready, but did not stay. Ended up as a hermit in Montana, prospecting summers with his burro, going to town winters. This letter is a sea tale and may have some interest for you. If not,throw it away. No use in leaving it for my heirs to burn. (signed) S. G. Morley.

In December 1854, the clipper ship SAMUEL RUSSELL was approaching the North American Coast from a voyage around the world. That coast is no paradise in winter, but we were well prepared for it, having bent a new suit of sails a few days before while yet in fine weather and made everything snug.

When the first watch was called for dinner at 12, M, the ship was in the edge of the Gulf Stream, running under all said to main topgallant sail and fore topmast stunsail, with the wind on the port quarter, blowing strong: the New York girls browsing away on our tow line with a will. All hands had dinner together and at 12.30 we turned out to shorten sail. It being my turn, I relieved the wheel. From that station where I was duty bound to note everything in relation to the ship, wind and weather and where I was posted more than 5 hours, until with sails furled, the vessel was snugly lying to under storm staysails.

I will tell you a story of perhaps as hard a blow as ever vessel encountered and lived through to tell her story. We will now turn back five months to note an event of that voyage.

We were then lying at the mouth of the Foo Chow River about 30 miles below the city of Foo Chow, where we had arrived in ballast trim from Whampoa. We had discharged a portion of the ballast and were ready for our cargo of tea; when there came up a violent squall, blowing across the tide which was running strong ebb. The vessel refusing to swing to the wind, the tide holding her careened before it. Guns, water casks and everything not lashed, ran across the deck and crashed into the bul-

warks and the water coming through the gangway was making for the hatchways, the hatches being off, the danger for a few moments was imminent, that she would capsize and go to the bottom like a deep sea led and send her crew to sea on salt water rations. The order being given to give her chain we got forward as best we could by clinging to belaying pins and rigging, and running forward on the vessel's side. When we commenced to pay out chain, the wind ceased, the vessel righted and all was once more gay. Our ballast was at once ordered back again.

You know, a sweet little cherub sits up aloft to look out for the life of poor Jack. To that puff of wind which restored our extra ballast may be ascribed the safety of the SAMUEL RUSSELL and all her crew which I will now tell you.

After more than three hours of steady labor in reefing and furling, the men had reduced her canvas to close reefed fore and mizzen topsails and fore topmast staysail, with the main topsail double reefed, clewed down, and reef tackles hauled out. All this time the wind had been steadily freshening and hauling to the westward and was now blowing a stiff gale on our port beam. The vessel running her course about northwest with yards braced in a little.

For some minutes I had noticed a heavy bank rolling up from the windward and knew the worse was not yet. When it struck us, the men were in the main rigging, strung along from sheerpole to futtock shrouds on their way aloft to close reef the main topsail. In an instant they were flattened out against the rigging appearing as if they meant to stay there until fine weather came again; every one of them looking down at the captain for orders, who motioned them down.

This old veteran of many years hard service had taken a stand by me at the wheel and had whispered to me to keep her close to the wind. The vessel reeled over before the force of the gale until the water seemed to stand like a wall above her lee rail, and the sea which a few minutes before had been so rough, was smoothed to a plane-- no sea could rise in the teeth of such a gale-- a plane whose surface was torn by the fierce wind was like a raging, roaring, boiling hell underneath which we seemed likely to go bottom up at any moment. Overhead the scud was flying across the sky as if fired from a cannon and the air was thick with driving spray. A hand was now sent to the lee wheel. The axes were gotten out, and secured at the foot of the mainmast; and all was done for the safety of the ship. For about thirty minutes, we seemed to be in the vortex of the fierce hurricane, our good ship, tried and true, battling manfully for our lives. The wind then slackening a little, the storm staysails fore, main and mizzen were set, the topsails were clewed up and furled, the fore topmast staysail stowed and once more peril of the seas happily overcome, was written up in memories log.

A few days later we ran into New York with a fair wind and light hearts and in the full enjoyment of a life ashore which no landsman can ever know. I have had much experience on the ocean and have witnessed many gales but never another one like that. It was, as our grey-haired skipper expressed it, -- the one experience of a lifetime from which few escaped to tell the story.

J. F. Morley

NOTE: In Cutler's "Greyhounds of the Sea" there are twenty references to the SAMUEL RUSSELL in the index.

Most Inappropriate Name of a Ship

Comdr. James H. Willey, U.S.N. (ret.) writes: "Regarding Question No. 11 in the Brains Trust questions, about the ugliest or most inappropriate name of a ship, in 1921, at the Mare Island Navy Yard, I took command of a new destroyer (No. 318) named the U.S.S. SHIRK, which to the crew seemed very inappropriate and not a nice name at all, so at the request of the crew, the Navy Department was asked for a different name, but the name remained the same, and it was explained that it was named after one of the first Naval Officers killed in World War I, - Maj. G. L. Shirk, of the Marine Corps.

NAUTICAL RESEARCH GUILD ★

Dedicated to the Era of Sail

SECRETARY'S MONTHLY LETTER

(ALL RIGHTS RESERVED)

PUBLISHED MONTHLY BY THE NAUTICAL RESEARCH GUILD
AND EMBODIED IN THE QUARTERLY ISSUES OF THE
NAUTICAL RESEARCH JOURNAL
DUES $5.00 A YEAR

HARRY D. HAMILTON. SECRETARY-TREASURER 15004 EAST GRANADA AVE.. WHITTIER. CALIFORNIA. U. S. A.

VOLUME III JULY 1950 NUMBER 7

HAND TOOLS AND EQUIPMENT FOR THE SHIPMODELER

by Harry Eckstein

WORK BENCH. A sturdy bench is a necessity for all except those working with model kits. A strongly built table can be easily converted into a suitable bench, one may be built by the modeller, or an entirely satisfactory one can be inexpensively acquired in "knock down" form. The latter are advertised in most handicraft magazines and are easily assembled.

VISES. A large woodworking vise is a necessary adjunct for modellers who make their own hulls. Most ready-made benches have them already attached but they can be purchased separately for installation on benches not so equipped. All modellers will find a small iron vise that can be clamped to a bench or table indispensable.

SAWS. A medium-sized "cross-cut" saw is needed by those who build their own hulls. Those who work with kits can dispense with that item. A small "back saw" or "panel saw" with a blade about six inches long is desirable for all. A "scroll saw" with an adjustable frame that can be shortened or lengthened is another "must".

PLANES. A small or medium-sized bench plane is needed by those who make their own hulls. Others need only a "block" plane, one about 5½ inches long with an adjustable cutter. A small block plane with a curved sole is also indispensable for working on concave surfaces, such as the bow and stern portions of a hull, or the inboard sides of bulwarks with "tumble-home".

RASPS AND FILES. A medium-coarse rasp with flat and half-round surfaces is the best instrument for working down to template lines after planing a hull to rough shape. The half-round surface will get into difficult concave surfaces. Two files that will be found useful are: a half-round about 10 inches long with flat and half-round surfaces. A medium-fine file of this sort complements the coarse-cutting rasp. A round file, called a "rat-tail", is handy for enlarging drilled holes and for smoothing small, concave surfaces. For small and delicate filing purposes an assortment of one dozen differently shaped "jeweler's" or "die-sinkers" files should be included in every modeller's kit. A useful complement to one's assortment of files and rasps is a "file cleaner", a wire brush for cleaning out wood or metal dust that lodges in a file's teeth.

Journal

The Privateer DASH - by Wayne B. Yarnall 85-89
The SAMUEL RUSSELL - "In a Storm in a Gulf"- by J. F. Morley 89,90

Letter

Hand Tools and Equipment for the Shipmodeler - by Harry Eckstein 91-93
Hand Tools for Shipmodeling - a London Version - by W. H. Honey 93

Letter (cont'd)

Positioning of Shrouds - a Study from the Shop of John J. Flynn 94
San Francisco Afterguard Meeting 94
News from London - by W. H. Honey 95
Queries 95
Introducing a New Member 95
More about Mr. Albert C. Wagner 96
The Gam Chair 96

LIBRARIAN -
Dr. Bernard Berenson,
2305 N.E. Broadway,
Portland 12, Oregon.

MEMBERSHIP CHAIRMAN -
Willis L. Nye,
Box 547, Herperian Blvd.,
San Lorenzo, Calif.

SPOKE SHAVE. A spoke shave is needed if one encounters large surfaces with a concave sweep, such as decks made of solid wood.

CHISELS. The best answer to this problem is a boxed set of a half-dozen carver's chisels and gouges with blades about five inshes long.

HAMMERS. An ordinary claw hammer should be in every kit. A size "000" rivet or machinist's hammer is essential for tapping in ribbon pins or the small nails in modelling.

PLIERS. The modeller should consider none but the best in buying pliers as the cheap varieties do not have a good grip, cutting edges nick easily, or theyloosen up. One's kit should include "flat-nose" for ordinary gripping and pulling, "long-nose" for making eyebolts and hooks, etc., and either "end-cutters" or "side-cutters". "End-cutters" have a cutting edge at the end, "side-cutters" at the side and it might be advisable to have both.

TWEEZERS. A long, slender pair of tweezers is indispensable for picking up and holding small objects such as pins, brads, or blocks. They also are useful in belaying running rigging. Some have a locking device that holds the jaws securely closed when an object is gripped and many modellers find these more desirable than the conventional type.

KNIVES. A pocket knife with a good steel blade will answer the knife problem, altho some modellers use a "bench knife" because of its heavier, rigid blade and substantial grip.

PIN VISES. A pin vise, used with small drills, is an indispensable item in shipmodelling. The best type to purchase is the "double chuck", which has a removable chuck at its working end and a spare chuck for larger drills at the other. An adjunct to the pin vise is a set of drills ranging in size from "60" to "80".

HAND DRILLS. A hand drill that will accommodate a 1/4" drill will suffice for most modelling uses. In the few instances where holes of a larger diameter are required, as at mast partners, enlarging can be done with a rat-tail or half-round file.

SURFACE GAUGE. The principal use for this instrument in shipmodelling is in marking waterlines. A home-made one consists of a pencil stapled to a block of wood but the confirmed modeller eventually adds an adjustable surface gauge to his kit.

CLAMPS. Several pairs of wooden clamps are needed for gluing hull lifts together. All should have several small metal "C" clamps for small gluing jobs. Spring clothes pins and paper clips are also very useful for those purposes.

RULES. A steel three-foot straight-edge is needed for measuring lengths on hull blocks and dowels. A one-foot "caliper rule" that folds in four sections is needed for small measurements, the caliper inserted at one end being invaluable for accurately gauging small diameters and squaring small objects. A try square with a wooden handle and a blade about eight inches long is necessary for large squaring problems and marking template stations on hull blocks.

DIVIDERS AND CALIPERS. Dividers are used for accurate transferal of measurements, calipers for gauging thickness and measuring diameters. An inexpensive compass is convenient for drawing circles.

SHEARS. A pair of shears or scissors are needed for cutting shim brass or templates.

SOLDERING IRON. The smaller variety of electric soldering iron is best adapted for general modelling purposes. "Green hands" will find soldering a most fascinating angle of the hobby as practice makes them adept at the simple operations required.

STONES. Cutting tools will retain their sharp edges indefinitely if passed over a stone a few times before or after use. Carborundum stones with a coarse surface on one side and a smooth one on the other are excellent for removing nicks and rosharpening. Arkansas stones are best for tools that have been ground on a wheel and need honing, or for tools that merely require routine sharpening. Light machine oil is used with these stones and should be kept at hand with the added purpose of oiling the cutting edges of tools that are not in use.

TOOTHPICKS. Round toothpicks are most useful in making pegs and also for holding small objects that are to be stained or painted. One end of the toothpick, for instance, can be inserted in the sheave of a block that is to be stained, thus eliminating the likelihood of dropping the block or of soiling fingers.

HAND TOOLS FOR SHIP MODELING - A LONDON VERSION

by W. H. Honey

These are the few things that I can't do without - drawing gear; saws, hand-, dovetail-, hack- and jewellers-: square: adjustable bevel: brace: drill-post: pin chucks: planes, 1½" and 2": spikes and hooks of all kinds: three vises: taps and dies: soldering iron: one hammer (most people run to two or three, but I do everything with one): rasps and files: screwdrivers: oil stones: chisels, various, between 2" and 1/16" (plus home-made ones for special jobs): rope machine: spokeshave: ten assorted pliers, cutters and surgical forceps (I could make do with less): scalpels: spirit level: dividers.

The greater part of my room is taken up with consumable stores such as wire, lines and threads, paint and inks, sandpaper, filler, glue and cement, needles (for use as needles and also for conversion to drills and chisels), dental and other drills, beeswax, pins, nails and screws, and of course odds and ends of metal and timber of all kinds. I now have a lathe and one or two other advanced odds and ends, but I don't consider that these are at all essential.

The attitude to tools and equipment is very different on this side to what it is in the U.S. and we certainly don't aspire to anything like the glorious workshop of Diefenbach which was illustrated in the May Letter. I think the sub-conscious outlook is that if it takes ten years to do the research work for a model which takes two years to build, there is little point in hastening the building, (which is the

more pleasant part) by having lots of expensive gadgets. This, of course, on the assumption that the work can be done effectively without the gadgets. This sounds like a subject that could cause a lot of hot air from Guild members!

Positioning of Shrouds
A Study
From the Shop of John J. Flynn

If there is a rule governing the positioning of shrouds and channels, I have never seen it. I have gone through all the drawings, plans and information I have of all general rigs from the latter part of the 18th Century, through the 19th and early 20th Century. I note this -- One drawing (schooner) showed the first shroud to be at least one mast diameter forward of the foremast. The majority of drawings of all rigs showed foreward shroud on foremast to be in line with the center of the mast, a few in line with the after side of the foremast.

One schooner, the first shroud was one mast diameter (approx.) aft of foremast. Mainmast fore shrouds usually in line with the center of the mast. Here and there variations, but none forward of the mast.

Whether these variations were due to structural reasons or shipbuilders' fancies, I do not know. It is kind of bewildering, as schooners with excessive rake would have their foreshrouds in line with the masts and masts with little rake would show the fore shroud sometimes aft of the mast.

Naturally, a man of war would have to space their chain plates to miss the gun ports and spacing of shrouds and stays would be irregular on that account. Then some men of war had their foremast shrouds set up with tackle, rather than dead eyes so the one on the lee side could be slacked off to permit the yard to be braced up sharp.

See that the channels are truly abreast each other and the dead eyes of one size evenly spaced. Naturally a square rigged ship would not profit by having the foremast shroud forward of the mast. One can not be far wrong if the foremast shroud is placed either abreast of the center of the mast or abreast of the after side of the mast, unless it was a peculiarity of an individual ship to place it otherwise.

THE SAN FRANCISCO AFTERGUARD MEETING

Eleven members were present. Meeting held at Commander Willey's Boat House. The first matter for discussion was the question of the Brains Trust of the Thames Ship Lovers Society of London. Reported here from the minutes of Commander Willey is the answer by Capt. Lobez to Question No. 5, the "Bitter End". Other very interesting answers will be published later.

"The Bitter End", - The very last part of a rope, or the last link in an anchor chain. This last link is attached to the ship's keelson, in the bottom of the chain locker. When all anchors had been veered out to the "bitter end", there was not much more that could be done, so far as the ground tackle was concerned. Captain Lobez related, - Quote:- "During a heavy cyclone that we encountered, while waiting for orders, anchored off Sandheads, Calcutta, November 4th, 1892, I was Third Mate of the British Barque (4 Masted) MATTERHORN. We had both anchors down and when the cyclone struck, we veered out both anchor chains to the last link, which was shackled to the keelson, in the bottom of the chain lockers. The Captain remarked 'Well, Mister, she's got the bitter end'. We drifted 25 miles during the night and the next day, when the tow boat arrived alongside to tow us up to Calcutta, we hove in the chains and found that both anchors were carried away at the crown and chains were bright as a silver dollar from dragging through the sand on the bottom. The two pilot brigs COLOROON and SARSEETE were both dismasted and the SARSEETE sunk. The COLOROON remained afloat badly beaten. The wind was registered at 100 miles per hour. The lifeboats of the COLOROON were in the davits, but lying on the

decks still attached to the davits bent over by the force of the wind. The barque SOPHIE JOACHIM was dismasted and sunk. We rescued the sole survivor, a native seaman floating past the MATTERHORN. Next morning another large British ship at anchor was also dismasted. That is my experience of a 'Bitter End'."

NEWS FROM LONDON

On 15th June, 1950, Lt. Col. Howard I. Chapelle was welcomed as the guest of honour at a meeting of the Guild of Model Shipwrights in London. In view of the importance of the occasion the chairmen and secretaries of the Ship Model Societies in and around London were also invited.

The proceedings were as informal as possible, and apart from a short speech of welcome, to which Col. Chapelle replied, the whole of the evening, with a break for refreshments, was spent in spontaneous question and answer, the guest of honour naturally being the chief target. For the average man this would have been something of an ordeal, but Col. Chapelle's interest and enthusiasm was unflagging and by the end of the evening all those present felt that here indeed was a man who exceeded his by no means negligible reputation.

The meeting was a true demonstration of the closeness of the bond formed by our common interest, and it is to be hoped that many similar occasions, on both sides of the Atlantic, will take place in the future.

W. H. Honey

QUERIES

Query No. 94 - by Charles F. Davis. Plates of Ships. I have run across some beautiful plates circa 1800 in a collection of books called "The Cyclopedia or Universal Dictionary of Arts, Science and Literature" by Abraham Rees. There are ten plates of construction of a proposed 74 gun ship and plates of an East Indiaman and a royal yacht. Has this material been reproduced recently?

Query No. 95 - by John R. Stevens. The Wreck of the JEFFERSON. Wanted - one more "Hand". I am making arrangements with Mr. Snider, author of "Schooner Days" to go to Sackets Harbor the last week in July to examine the wreck of the JEFFERSON. I would be particularly glad if someone else in the Guild could find time to get up. Each person would naturally have to pay his own expenses, but I think it would be better if a group went up as more could be accomplished that way. It is also planned to go to Carleton Island (U.S.) to see the wrecks of two French ships. Carleton Island is not too far from Sackets. I am hoping to be able to get some diving equipment, which although rather primitive, would allow the hull to be examined from underneath. I will be seeing Chapelle after he returns from England, and will then see if he can get anything done on raising the wreck. But first, I think a careful examination of the wreck is absolutely essential. I desperately hope that something can be done about the JEFFERSON.

NOTE: Those interested, write directly to Mr. John R. Stevens, 165 Ronan Ave., Toronto 12, Ontario, Canada.

INTRODUCING A NEW MEMBER

George B. Cadwell, Jr., 421 Gibbs Ave., Alameda, California.

Mr. Cadwell writes: "I am afraid that I will have to be classified as a rank amateur because four years in the Army put an awful crimp in my ship modeling." He also says: "One glance at your back numbers and I was sold -- Something I have been looking for - for three years."

We welcome you, Mr. Cadwell, and your queries to the Guild.

More about Mr. Albert C. Wagner

When Albert C. (Scrimshaw) Wagner was introduced to the members, we wrote asking for further information about his nautical interests, and later we received the following:

"Started on a farm, short hitches at a saw mill, cook, ranch hand and in the Forest Service. World War I, France, post war work in Army Medics. Nautical interest stems from mother's people, Baltic Germans, with a Danish Viking twist. Had a fleet of crude sailing models as a boy. Have modelled since 1922 - producing or restoring 120 models, counting a fleet of miniature models as one. I stick to exhibition scale models, working mostly with wood. Favorites - local types of small sailing craft.

Have made quite a number of float trips on rivers using either a 10-foot folding boat of my own design, or a rubber raft. Failed to finish a 20' sloop, have the parts stored with hopes. Have a few articles published in local papers, "Hobbies", "Tiller", "McCann's Ship Modeler" and "Ship Models". Most prized nautical possession -- the log of the CORA's first sailing voyage, one of the best logs in existence -- 1350 days without a miss, - September 2, 1851 to November 9, 1855, -- and could almost be published as a novel, as is. Was for ten years Secretary of the Washington Ship Model Society - have a good lot of books - a great mass of loose stuff — not all catalogued as yet.

On Page 84, last issue, change the last line of Capt. Robinson's article to read "handled like a yacht--"for Lo, the MELANOPE has been gone these many years..... The first steamer on San Francisco Bay was the little SITKA. She left for Sacramento on November 15, 1847, the trip taking six days and seven hours. On the return trip, she was out-distanced by an ox team. (Calif. Hist. Soc.).... Again we are way behind in our correspondence..... The vacation season is upon us-- send in your change of address and your beach combing experiences..... Dr. Bernard Berenson leaves soon for a visit with the Guild Afterguard of San Francisco..... Ed. N. Rich has just returned from a trip down the Chesapeake to the Mariners' Museum at Newport News and all the historical spots in the area..... John M. Minuse has not reported as yet, but it is a 10 to 1 shot he will head in to Gloucester..... Wayne B. Yarnall plans to visit some old schooner wrecks on the Jersey Shore..... Margaret N. Caldwell has re-opened her summer home, "Ship Shape", on Frenchman's Bay..... Keep her "Full and By" with a little more full than by, for Long. 71° 34' W. and Lat. 42° 34' E., throw out your hook, and step ashore and meet Harry E. Erskine..... Members with ship models for sale are invited to list them --- give scale, source of plans, and other important details-- The price will be a matter between buyer and builder and we will publish them in the "Letter" at, of course, no charge--- Keep the description down to 20 lines..... We would appreciate articles on the schooners of the Great Lakes, and what do you know about the schooners in the fur trade in the Pacific Northwest? At a meeting of the Guild Afterguard of San Francisco, we note they were served coffee and sinkers--- What, no lobscouse, dog-body or dandy-funk?.. ... And, as Bill Adams says - "Fair winds, Sunny seas, and a spanking heavy pay day to you".

Harry D. Hamilton